IN THE SPECIFICATION:

Please amend paragraphs 16, 18, 26, 27, 29, 32, and 35 according to the following:

[0016] As shown in FIGS. 1 and 2, an acceleration pedal 2 positioned at the ~~left~~ right of a brake pedal 1 being applied with an electro-motion pedal device 10 is provided as an example. The electro-motion pedal device 10 serves to rotate a motor 12 in a forward and backward direction in response to a current applied from an electric cable 11 to rotate a hinge 13 and to vary the position of the acceleration pedal 2.

[0018] The circuit for driving the electro-motion pedal device 20 includes a manipulating switch 21 manipulated by a driver, and first and second driving relays 22 and 23 for being turned on and off by the manipulation of the manipulating switch 21 to switch a direction of a current applied from the battery (B) via the fuse (F) and to apply same to the motor 21. In other words, when a driver switches the manipulating switch 21 to the left, the first relay 22 is turned on by the current from the battery (B), while the second relay 23 is turned off, such that the current from the battery (B) is inputted to the motor 12 along a direction indicated by a solid arrow line to rotate the motor 12 in the forward direction, and the pedal 2 is rotated [[to]] in one direction about the hinge 13 to thereafter be varied in positions thereof.

[0026] First, the controller 140 discriminates whether the output voltage of the alternator 110 is above an established voltage (Vs) (S20). As a result of the discrimination at S20, if it is discriminated that the output voltage of the alternator 110 is below the established voltage (Vs), which is a state of an engine not being started, the controller 140 outputs a control signal to turn on the switching control transistor 150 when the shift lever is in the parking stage ~~(P) (30)~~ (P)(S30), or when the parking brake is activated (S40), in other words, if one of the two conditions is met, where the two conditions include a condition of the shift lever being in the parking stage (P) and a condition of the parking brake being locked.

[0027] When the switching control transistor 150 is turned on, the pedal adjusting safety relay 160 is also turned on (S50), and the power of the battery (B) is applied to the circuit for driving the electro-motion pedal device 20 such that when a driver manipulates the manipulating switch 21, the motor 12 is activated to change the position of the pedal. As a result of the discrimination at S20, if the output voltage of

the alternator 110 is larger than the established voltage (Vs), which is a state of an engine being started, the controller 140 outputs a control signal to turn on the switching control transistor 150 if the shift lever is in the parking stage (P) or in the neutral stage (N) (S60) (S70), and the parking brake is activated, in other words, if ~~one of the~~ two conditions [[is]] are met, where the two conditions include a condition of the shift lever being in the parking stage (P) or in the neutral position (N), and a condition of the parking brake being activated. When the switching control transistor 150 is turned on to turn on the pedal adjusting safety relay 160 (S50), the power of the battery (B) is applied to the circuit for driving the electro-motion pedal device 20 such that when a driver manipulates the manipulating switch 21, the motor 12 is activated to change the position of the pedal.

[0029] Meanwhile, when an engine has started, which makes the occupants more vulnerable to an accident, a position variation of the pedal is allowed if ~~one of the~~ two conditions [[is]] are met, where the two conditions include a condition of the shift lever being in the parking stage (P) ~~and a condition of the shift lever being in~~ or the neutral stage (N), and the parking brake is activated, in other words, if the shift lever is not in driving mode and the parking brake is activated.

[0032] As evidenced in FIG. 4, ~~even if the shift lever is in the parking stage (P), and if the output of the alternator 110 surpasses the established voltage (Vs),~~ if the output of the alternator 110 surpasses the established voltage (Vs) and the parking brake is deactivated, the pedal adjusting safety relay 160 is turned off to make it impossible for the pedal to be variable even if the shift lever is in the parking stage (P).

[0035] In the present invention mentioned in the afore-said description, an engine starting condition, positions of the shift lever and a parking brake activated condition are detected, and only when a safe condition of an automobile not running is detected, power is transmitted to the electro-motion pedal device to allow the pedal to be electronically adjusted. As apparent from the foregoing, there is an advantage in the apparatus for preventing erroneous operation of electro-motion pedal device in an automobile and a method thereof thus described according to the embodiment of the present invention in that an erroneous operation of an electro-motion pedal device that might occur during ~~an automobile in~~ operation of an automobile can be prevented to thereby avoid an accident ~~in advance~~.